No 17

TRUTHS

IN RELATION TO THE

NEW YORK & ERIE RAILROAD,

WHICH EVERY CITIZEN OF THE

CITY OF NEW YORK

OUGHT TO READ.

1842.

NEW YORK:
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1842.

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To D. O. Macomber, Esq.

General Agent of the New York and Erie Railroad.

Sir,

The subjoined statements relative to internal improvements, particularly the New York and Erie Railroad, showing the bearing of the same on the interests of the citizens of New York, as a commercial emporium, I have prepared with much care, from sources deemed authentic. They are respectfully submitted for the consideration of the Stockholders of your Company, and of the people of this city.

Your obedient Servant,

EDWIN WILLIAMS,

Compiler of the

New York Annual Register.

New York, Jan., 1842.

BRIEF FACTS

IN RELATION TO

THE NEW YORK AND ERIE RAILROAD.

Chartered in - - - - - -	1832
Organized in - - - - - -	1835
Loan Law passed in - - - - -	1836
Loan Law modified in - - - -	1838
Again modified in - - - - -	1840
Whole length of the road when finished from Tappan to Dunkirk, 446 miles.	
The entire road is under contract.	
Now finished and in operation, 46 miles, from Tappan to Goshen.	
Two hundred and fifty miles more can be finished in 1842.	
Amount already expended on whole work,	$4,500,000
Amount necessary to finish the road for single track, - - - - - - -	4,500,000
Of this the southern counties will furnish,	1,500,000
Required of the City and State of New York,	3,000,000
Up to the first day of November last, there were over 5,000 men employed in the construction of the work. The number now employed is not less than 2,000.	
Amount that has been paid by the 11 counties on the line of the road, - -	1,000,000

Amount that has been paid by New York and Brooklyn, - - - - - - - $442,000

Amount of value of the productions of the southern line of counties during the past year, - - - - - - - $22,000,000

POPULATION.

The following is the population, by the census of 1840, of the counties through which the N. Y. and Erie Railroad passes, with that of the adjacent counties in New Jersey and Pennsylvania :—

Counties in New York.	POPULATION.
Rockland,	11,975
Orange,	50,739
Sullivan,	15,629
Delaware,	35,396
Broome,	22,338
Tioga,	20,527
Chemung,	20,732
Steuben,	46,138
Allegany,	40,975
Cattaraugus,	28,872
Chautauque,	47,975
	341,296
Counties adjacent.	
Chenango,	40,778
Cortland,	24,605
Tompkins,	38,113
Yates,	20,442
Parts of oth. Co's,	142,147
Total popula.,	607,381
Cos. in N. Jersey & Penn.	167,103
Total,	774,484

The New York and Erie Railroad, traversing a route through or near these Counties, extends its influence, on an average, at least 25 miles on each side of its line, by 446 miles in length.

Counties in New Jersey.	POPULATION.
Bergen,	13,223
Sussex,	21,770
Pennsylvania.	
Pike,	3,832
Wayne,	11,848
Susquehanna,	21,195
Bradford,	32,769
Tioga,	15,498
Potter,	3,371
McKean,	2,975
Warren,	9,278
Erie,	31,344
Total,	167,103

Assessed value of real and personal estate in N. York Counties here enumerated, in 1840, $84,000,358.

Population of
City of N. York, 312,710
City Brooklyn, 36,233

The population of the counties traversed by the Erie Canal, and counties and parts of counties adjacent, is 710,000, (including the city of Albany.)

The population of the State of Massachusetts is 737,699.

ESTIMATED RECEIPTS OF THE RAILROAD.

The following statement shows the actual receipts in one year, for freight and passengers on several of the most important Railroads in the United States. The expenses of these Roads will average about forty per cent. annually on the receipts. If we estimate the anual receipts of the New York and Erie Railroad—446 miles in length, when completed—to average the same per mile as either of these Railroads, the following will be the result:—

Railroads.	*Length.*	*Annual Receipts.*	*Estimate in proportion for N. Y. and Erie R. R.*
Utica and Schenectady,	78	$400,700	$2,301,436
Utica and Syracuse,	53	251,200	2,125,200
Mohawk and Hudson,	16	150,500	4,214,000
Camden and Amboy,	92	685,300	3,337,150
Boston and Lowell,	26	231,575	3,936,775
Boston and Worcester,	44½	267,547	2,675,470
Boston and Providence,	41	202,601	2,228,611
Baltimore and Ohio,	88	433,000	2,165,000
Baltimore and Philadelphia,	93	490,500	2,207,250
N. J., (Jersey to Bruns'k,	31	203,100	2,944,950

The average receipts of the above ten railroads, would produce on a Road of the length of the New York and Erie Railroad (446 miles,), $2,813,584

deduct for expenses 40 per cent., 1,125,434

producing a nett income of $1,688,150

equal to seventeen and a half per cent. on the cost (of nine millions of Dollars,) or deducting six per cent. on the State Loan of three millions, ($180,000) and we have TWENTY-FIVE per cent. to divide among the Stockholders of the remaining six millions of Dollars.

It is believed that neither of the above Railroads are as favorably located for a profitable business, as the New York and Erie Railroad. The Utica and Schenectady Railroad is prohibited by law from carrying freight, which will be the principal source of income of the New York and Erie Railroad.

The following is from the New York Courier and Enquirer of January 11, 1842.

New York amd Erie Railroad as an investment.—There can be no doubt that the Stock of this Company will prove as an investment, among the most profitable in the United States. How can it be otherwise? when it will connect the Mississippi valley, by the Allegany River and Lake Erie, with the port of New York. But, that our readers may see what other roads are doing, most of them in less favorable positions than the Erie Railroad, we give the returns of sundry Railroads for one year. These returns were made about two years ago, since when they have much improved.

RETURNS OF RAILROADS FOR 1839.

	Length.	Receipts.	Expenses.
Philadelphia & Baltimore,	97	$490,635	$169,130
Camden & Amboy,	61	685,329	358,043
Utica and Syracuse,	51	197,023	65,647
Utica and Schenectady,	78	400,671	119,630

Boston and Lowell,	25¾	$241,229	$92,151
Boston and Providence,	41	312,907	93,562
Boston and Worcester,	44½	231,807	126,384
Eastern, (incomplete,)	25	125,623	53,174
Taunton branch,	11	58,018	40,611
Nashua and Lowell,	14¼	55,053	20,885
	450½	$2,799,186	$1,048,318
		1,048,318	
Nett profits,		$1,750,868	

Cost of the above Railroads, $16,164,505. The nett annual profits are therefore nearly 11 per cent.

The estimated cost of the N. York and Erie Railroad, which will be 446 miles in length, equal in the aggregate to all of the above roads, is $9,000,000; consequently, if the nett profits annually only average the same as the above roads, the income will be nearly TWENTY PER CENT. on the whole cost. But three millions are borrowed on the credit of the State of New York, on which only Six per cent. is to be paid. The dividend, therefore, on $6,000,000 capital, (deducting interest on the State loan, $180,000) will be over TWENTY-SIX PER CENT.

PRODUCTIONS OF THE ELEVEN RAILROAD COUNTIES.

Statistics of the southern tier of counties, in New York, viz:—Rockland, Orange, Sullivan, Delaware, Broome, Tioga, Chemung, Steuben, Allegany, Cattaraugus and Chautauque, by the U. S. census of 1840.

AGRICULTURE.		*Value.*
No. of Horses and Mules,	72,552	$3,627,600
Do Neat Cattle,	409,249	4,910,928

No. of Sheep,	710,579	$1,421,158
Do Swine,	270,319	810,957
Value of Poultry,		215,528
Bushels of Wheat raised in 1839,	1,399,771	1,399,771
Do Barley,	118,258	70,954
Do Oats,	2,981,718	592,344
Do Rye,	634,549	217,274
Do Buckwheat,	470,776	235,388
Do Indian Corn,	1,349,551	809,730
Pounds of Wool,	1,598,147	479,444
Bushels of Potatoes,	4,772,850	954,570
Tons of Hay,	564,550	3,387,300
Pounds of Maple Sugar,	3,011,996	150,599
Value of Products of the Dairy,		1,851,945
Do of Orchards,		321,069
Total,		$21,456,519

Products of the Forest.

Value of Lumber produced,	$1647,039
Tons of Pot and Pearl Ashes,	1,200
Cords of Wood sold	114,518

Principal Manufactures.

Total capital invested in Manufactures,	$5,498,068
Sides of Sole Leather tanned,	234,770
Do Upper Leather,	77,885
Number of Sawmills,	1,829
Value of Machinery made,	$95,040
Do Woollen Manufactures,	$468,322
Do Cotton do	$398,000
Do Sundry other Manufactures,	$625,514
Tons of Bar Iron manufactured,	42,000

MASSACHUSETTS RAILROADS.

The following are the last annual returns we have received of six of the Massachusetts Railroads, showing the receipts from passengers and freight, and the expenses of the roads for the same years.

Railroads.	*Lgth*	*Receipts from* Pass'gers.	*Freight.*	*Expenses.*
Boston & Lowell,	26m.	$127,008	$104,567	$91,400
Boston & Providence,	41	134,851	67,947	143,127
Boston & Worcester,	44½	170,855	96,692	140,441
Lowell & Nashua,	14½	35,794	46,849	52,532
Eastern(from Boston)	60	164,971	18,326	85,793
Taunton,	11	40,910	17,108	44,671
Total—197		$674,389	$351,489	$557,964

The population accommodated by the above Railroads, is less than one-half of that which will be dependent on the N. Y. & Erie Railroad for trade and travel. The length, however, of the New York and Erie Railroad being 446 miles, the following is the proportion of annual receipts from passengers and freight, compared with the above roads. In this calculation no allowance is made for the trade and travel from Lake Erie and the Ohio valley.

Receipts for freight on 446 miles,	$790,850
Do. Passengers,	1,517,375
	$2,308,225
*Expenses, (much too large, but in proportion to the above roads,)	1,252,919
Nett profits of Erie Railroad,	$1,055,306
Interest on State Loan, (of $3,000,000,)	180,000
To be divided am'g stockholders of $6,000,000 or over 14 per cent.	$875,306

* These expenses will not exceed 40 per cent. on the receipts.

Westen Railroad of Massachusetts.

This Railroad, constructed by the funds raised by the citizens of Boston, and those of the State along the line of the road, also by a State Loan of about four millions of dollars—extends from Worcester to West Stockbridge 117 miles, connecting on the east with the Boston and Worcester Railroad, 44½ miles long, and on the west with the Albany and West Stockbridge Railroad. 38½ miles in length, making 200 miles from Boston to Albany, in the hands of three joint stock companies. The following from the Boston Atlas, since the completion of the Railroad, shows the calculations of the Bostonians on the Revenue for this year, of the Western Railroad alone, 117 miles in length, which is but little more than one-fourth of the length of the New York and Erie Railroad.

Revenue of the Western Railroad.

An intelligent friend, and one who is well acquainted with the subject, has furnished us with the following document, showing the probable income of this magnificent public work.

Estimated Nett Revenue of the Western Railroad for the year 1842, *in case said Railroad has a sufficiency of Cars and Locomotives.*

Nett amount, after deducting Toll to the Boston and Worcester Railroad, and after deducting all other expenses:—

100,000	bbls.	Flour	for	the Connecticut Valley.
100,000	"	"	"	Trade centering at Worcester.
20,000	"	"	"	West of Chester.
780,000	"	"	"	Boston.

1,000,000 barrels at 15 cents per barrel, nett profit on an average, $150,000

300,000 Through Passengers, being 500 each way, per day, at $1,50 each, nett profit,		450,000
Way Passengers will probably equal, in profit, the Through Passengers: but say one-half as much, nett,		225,000
50,000 Hides to Greene county, say	625 tons	
100,000 Sides Leather, back,	937½ "	
50,000 Hides to other places, at or near the Road,	625 "	
100,000 Sides Leather, back,	937½ "	
At $2 per ton, nett profit on 3125 tons		6,250
100,000 Hogs, dead and alive, or in bbls., at 50 cents each, nett profit,		50,000
20,000 Head of Cattle, dead or alive, or in bbls., at $1,25 each, nett profit,		25,000
100,000 tons Mdze. up, through freight, at $2 per ton, nett profit,		200,000
50,000 tons way freight, of articles not enumerated, at $1 per ton, nett profit,		50,000
2,000 tons Wool at $3 per ton, nett profit,		6,000
10,000 bales Cotton at 50 cents per bale, nett profit,		5,000
6,250 tons Salt at $1 per ton, nett profit,		6,250
30,000 tons Boards and Scantling, Shingles, Timber, Staves, and other Wood, at $1 per ton, nett profit,		30,000
40,000 tons Pig Iron, Marble, Freestone, Grindstones, Plaister Paris, Mica Slate, Lime, and other Stones, at $1 per ton, nett profit,		40,000
1,000 tons Fur and Peltry at $3 per ton, nett profit,		3,000

4,000 tons Pot and Pearl Ashes at $2 per ton, nett profit,	8,000
5,000 tons Cheese at $3 per ton, nett profit,	15,000
3,000 tons Butter and Lard at $3 per ton, nett profit,	9,000
10,000 tons Coal at $1 per ton, nett profit,	10,000
20,000 tons Wheat at $1 per ton, nett profit,	20,000
10,000 tons Rye, Corn, Barley, and other Grains, at $1 per ton, nett profit,	10,000
5,000 tons Bran and Ship Stuffs, Peas, Beans, and Potatoes, at $1 per ton, nett profit,	5,000
500 tons Clover and Grass Seed, Flax Seed, and Hops, at $3 per ton, nett profit,	1,500
3,000 tons Furniture at $3 per ton, nett profit,	9,000
2,000 tons Iron Ware at $1 per ton, nett profit,	2,000
5,000 tons Wooden Ware at $1 per ton, nett profit,	5,000
Estimated Nett Revenue of the Western Railroad, for the year 1842,	$1,341,000

which, on its cost, $6,700,000, is 20 per cent. per ann.

This document has been prepared with very great care. Any one who will examine the detail of the Trade on the Erie Canal, during 1839 and 1840, (table 2 and other tables of Senate Documents No. 63 and 65 of New York Legislature for 1840 and 1841,) and will reflect on the fact that Massachusetts is the best market to sell a great amount of the products which come from the Canal, and is also the best market to buy the goods wanted in return ; —any one who will reflect that the West produces, almost spontaneously, what we want, and desires to buy our manufactures, the products of our fisheries, and our imports ; any one who looks at the authentic fact, that 3000 passengers go daily between New York city and Albany during

eight months of the year, and who further reflects that Western New York and the whole West is full of Yankees, who desire to visit their kindred, and to have their visits returned; any one, who reflects that the amount paid for freight and passage on the Erie Canal, and on the Railroads parallel to it, exceeds $5,000,000 annually, and who also looks at the fact, that the Western Railroad is a continuation of said Canal and of said Railroad; any one, who takes up the present document, item by item, and after investigation, sets down his own conclusions, and then foots up those conclusions—will come to a result the magnitude of which may astonish him, and yet fall far short of sober reality.

Is it not, then, perfectly natural that the Western Railroad, like the Grand Junction, the London and Birmingham, and other long lines of Railroads in Great Britain, —and like the Erie Canal and the long lines of Railroads along side of it,—should, by the magnitude of its Nett Revenue, astonish even the most sanguine?

ACTUAL RETURNS OF THE N. Y. AND E. R.

Viz, 46 Miles of the Eastern Section.

The section of 46 miles, from Piermont on the North River, to Goshen in Orange county, was put in operation on the 23d Sept., 1841.

The following are the returns of the business done on the road from that time to 1st Jan., 1842.

Freight.		*Lbs.*	*No. of Pass.*
23d Sept to 1st Oct.	6 days,	322,112	593
1st Oct. to 1st Nov.	26 days,	2,400,950	3,711
1st Nov. to 1st Dec.	26 days,	4,814,645	4,173
1st Dec. to 1st Jan.	27 days,	4,019,812	3,150
Total,	85 days,	11,557,519	11,627

Estimating the yearly income of the road on the basis of the present business on 46 miles, it will be as follows, supposing the freight and passengers to be carried on an average half the length of the road; calling the number of miles in operation one-tenth of the entire length, and the time above stated, one quarter of a year.

Freight,	231,150 tons	*a* $4,50	$1,039,675
Passengers,	465,080	*a* $6,00	$2,790,480
			$3,830,155
Add for freight and passengers west of Dunkirk and the Allegany River—say 20 per cent.			766,031
Total annual Receipts,			$4,596,186

THE WESTERN TRADE.

To estimate the value of the Western trade we will only take the business done on the Erie Canal and its branches, exclusive of the Champlain Canal. The tolls on these canals amounted, the past year, in round numbers, to $1,915,000, being an increase of about $242,000 over the tolls of 1840. The number of tons transported in 1840 on these canals was as follows:—

	Tons.
Erie Canal,	829,960
Branches, (exclusive of Champlain Canal, 245,229)	340,857
	1,170,817

The number of tons coming from other States in 1840, by way of Buffalo, Black Rock, and Oswego, was 131,518, and the number of tons passing to other States on the canals and by those ports, was 57,297.

It thus appears that at least three-fourths of the present business on the Erie Canal and branches is derived from the people of this State; while the trade from other States is annually increasing, and adding to the Canal revenues.

The tolls on the Erie Canal and branches in 1840 were	$1,673,320
The Freight paid to the owners of boats, &c. in addition, was at least as much more,	1,673,320
Amount paid for Freight and Tolls,	$3,346,640
Of which the people of the State of New York paid three quarters,	$2,509,980

SHIPPING ON LAKE ERIE.

The following statement is an abstract from Lieut Col. Kearney's Report in 1839:—

Vessels owned at and sailing from Ports on Lake Erie.

Ships 4, Brigs 8, Schooners and Sloops 213.

Total vessels,	225	Tons, 17,988	Value, $658,400
Steamboats,	61	" 17,325	" 1,741,200
Total,	286	35,313	$2,399,600

ROUTE, SURVEYS, AND RELATIONS OF THE NEW YORK AND ERIE RAILROAD.

The route is, in all respects, most eligible for a work of such extent. Proceeding westwardly, from the harbor of New York, it traverses eleven counties within this State, its course being nearly midway between, and eighty to one hundred and twenty miles distant from the Erie Canal, and the Canals which extend westward from Philadelphia. The physical character of the country precludes

the construction of any rival work within fifty miles or more on either side; while the numerous streams and valleys which are intersected, afford great advantages of access to adjacent districts on the right and left.

The road will, therefore, naturally, command the travel and tonnage of a very wide and extended region, comprising twenty-five or thirty thousand square miles, and a numerous population, besides a large proportion of the travel and traffic of the Lakes and Western States.

The line, moreover, has the advantage on more than three quarters of the whole distance, of being laid in the valleys of rivers, and other considerable streams, as the Ramapo, the Delaware, the Susquehanna, the Chemung, the Canisteo, the Genesee, and the Allegany rivers, and their tributaries, where the grades are extremely favorable, and the soil in the valleys west of the Delaware, adapted to the use of piles.

Next in importance to the route and location of the road, are its relations to other avenues and sources of travel and business.

Under this head it is obvious, first to notice its relation to the city of New York, the great mart for the products of this and the Western States, and of the merchandize to be transported in return, for consumption in the interior; where, from the east and south, the great lines of travel meet, and where emigrants and other passengers from Europe, for the most part make their landing in the country. When it is considered that the road extends, by the shortest practicable line, from this city to Lake Erie; that it is designed for the transport of heavy tonnage, as well as of passengers; that it will be open for use throughout the year, that the plan of its construction will render it competent to any conceivable amount

of business, and that passengers may with safety be transported over it from one extremity to the other, in eighteen or twenty hours; the importance of its connection with this metropolis, and the value of its local effects here, in obviating the disadvantages of a northern climate, and rendering business as active, and supplies as cheap, in the winter as in the summer months, cannot fail to be apparent.

The pier, which extends about 4000 feet into the Hudson, forms a safe and valuable harbor, in connection with abundant space for all the accommodations of a depot at Piermont, (or Tappan,) 20 miles from this city.

Proceeding westwardly, the road passes through the valley of the Ramapo, and a region of the most valuable iron ores, and divides the county of Orange into nearly equal parts. From Goshen, situate near the centre of the county, railways are proposed to Newburgh, distant about twenty miles; to the line of New Jersey, in a southwesterly direction, and to the north, through Kingston, Saugerties, and Catskill, to Albany; of which the two former have been chartered. Near the western boundary of Orange, the line approaches the Delaware river, and intersects the Hudson and Delaware Canal, which extends from the Hudson river, near Kingston, to the Anthracite coal beds of Pennsylvania.

In Broome county, the road intersects the Chenango canal, which extends from the Erie canal at Utica to the Susquehanna river; and also the line of a proposed railway from Utica to the Susquehanna, which has been chartered and surveyed; and another from Binghamton through Cortland and Onondaga counties, to Syracuse, and thence to Lake Ontario at Oswego, which has been chartered, and which, in connection with this road, will

offer the most direct and eligible route from this city to Upper Canada.

At Owego, in the county of Tioga, a connection occurs with the Ithaca and Owego Rail Road, which extends from the Susquehanna to Cayuga lake, by the navigation of which, it forms an important route from the Erie canal. Near Tioga point, a connection is anticipated with the North Branch canal in Pennsylvania.

In the county of Chemung, the road intersects the Chemung canal at Elmira. The same point is contemplated as the termination of a Railroad, which is in part constructed, from Williamsport in Pennsylvania, a distance of about seventy-five miles. To perfect a continuous line of Railways from Philadelphia to Elmira, and thence, by the road of this Company, to lake Erie, is a principal object of the Williamsport road. The distance from Elmira to the Hudson at Piermont, supposing the most eligible line from Binghamton to Deposit, to be adopted, is two hundred and fifty-two miles. The interval between Piermont and this city is entitled to be regarded only as a ferry.

Our road, to say nothing of its uniform character and management, or of the preference due to New York as a market, can be considered in no hazard of a diversion of its business by the lines in Pennsylvania, while as routes both of travel and transport from Philadelphia to Lake Erie, and for the conveyance of Coal and of Iron from the district north of Williamsport, the Pennsylvania works will be largely tributary to the productiveness of the New York and Erie Railroad.

At Corning, in the county of Steuben, the railway, forty miles in length, from Blossburgh in Pennsylvania, occupied chiefly in the transport of bituminous coal, ter-

minates in the line of this road; which also, at the same place, intersects a navigable feeder of the Chemung canal. From Painted Post, or Erwin, near the junction of the Canisteo with the Conhocton River, a railroad is proposed to be connected with this, extending up the valley of the Conhocton to the village of Bath, and thence to the Crooked Lake.

In the county of Allegany, at Cuba, the line of the road crosses the Genesee Valley Canal, which extends from the Erie Canal at Rochester, to the Allegany river, a distance of one hundred and seven miles. At Hinsdale, in Cattaraugus county, this road will connect with a railroad which has been chartered, extending along the valley of the Ischua to Buffalo.

The line passing down the Olean Creek, in the county of Cattaraugus, approaches the Allegany river, along the northerly side of which it extends about thirty miles. At Olean a connection will be formed with works, to be hereafter constructed, extending thirty miles up the valley of the Allegany to valuable beds of bituminous coal.

From Olean by the Allegany river, which is open early in March, to Pittsburgh, is a steamboat navigation of 250 miles, and thus connecting with 20,000 miles of river navigation in the Valley of the Mississippi.

From the termination at Dunkirk, on the shore of Lake Erie, a railroad has been chartered and surveyed to Buffalo, forty-five miles; and another is proposed in the opposite direction, to be extended along the southern shore of the Lake, into the State of Ohio; from the Eastern border of which State, a continuous line of railroads has been chartered, and portions of it constructed. through Ohio, Indiana, Michigan, and Illinois, to the Mississippi, opposite to St. Louis, to be intersected in

Illinois, by a route from the city of Cairo, at the junction of the Ohio and Mississippi.

The harbor of Dunkirk is spacious and secure. It is open earlier, and occasionally some weeks earlier in the spring and later in the autumn than that of Buffalo.

The following will be the distance from the city of New York to Cincinnati, by the N. Y. & Erie Railroad and other works now in progress.

New York to Piermont,	20 miles.
N. Y. & Erie Railroad to Dunkirk,	446
Dunkirk to Erie, Pennsylvania,	45
Erie to Cleveland,	90
Cleveland to Sandusky,	60
Sandusky to Cincinnati,	211
Total,	872 miles.

This distance may be travelled, when the chain of railroads is complete, in 48 or 50 hours.

STATEMENTS

Showing the importance of the New York and Erie Railroad *to the City of New York.*

I.—*Annual Consumption of Country Produce in the City of New York.*

The following is an approximate estimate of the annual amount of sales of articles of country produce in the city of New York, for the consumption of the inhabitants :—

Fresh Beef,	$1,470,000
" Veal,	365,700
" Mutton and Lamb,	335,000
" Pork,	690,000
" Poultry, Game, Eggs, &c.,	1,000,000

Salted Beef, Pork, and Hams,	1,200,000
Vegetables and Fruit,	1,200,000
Milk,	1,000,000
Butter, Cheese and Lard,	1,500,000
Flour, Meal and other Bread Stuffs,	3,000,000
Hay and Oats,	750,000
Fuel (wood and coal) exclusive of St'boat fuel	2,500,000
Articles not enumerated,	580,000
	$15,500,000

The above is not intended to include building materials.

The number of buildings in the city in 1840, was 32,116, viz: Dwelling houses, 16,458; Dwellings and Stores, 6,614; Stores and Offices, 3,855; other buildings, 5,189.

The opening of a new avenue for supplying our markets, such as the New York and Erie Railroad, which passes through a section of country well adapted to the furnishing of most of the above articles, would have the effect of reducing prices, by increasing the abundance of supplies. This reduction may be safely estimated to average ten per cent. on the above amount, thus saving annually to the inhabitants of this city, a million and a half of dollars.

The cost for driving cattle from the vicinity of Lake Erie to the City of New-York, is $10 per head; time, five or six weeks; the loss in flesh is about $6 per head. Cattle can be brought to the city on the N. Y. & E. R. R. when finished for $5 per head for the same distance as above, in thirty hours, without the loss of a pound in weight. Saving $11 per head; other live stock in proportion.

2.—*Chronological Table of the Assessed Value of Real Estate in the city of New-York, for a series of years.*

Year, 1817	- - Real Estate,	$57,799,435
1820	- - - -	52,062,853
1823	- - - -	50 184,229
1825	- - - -	58,425,395
1828	- - - -	77,139,880
1831	- - - -	95,716 485
1833	- - - -	114,124,566
1834	- - - -	123 249,280
1836	- - - -	233,742,303
1839	- - - -	196,940,134
1841	- - - -	186,347,246

Increase of value of real estate in this city, since 1831, over 90 millions of dollars.

Assessed value of personal estate in 1841,		$65,430,456
" " "	1833,	52,366,976
	Increase,—	13,064,480

The effect of internal improvements on property in this city, is shown by the above; the Erie Canal having been opened in 1825, and the Ohio Canal in 1832.

RAILROADS TERMINATING AT ATLANTIC PORTS.

The following statement shows the number of continuous miles of railroad, now in operation in the United States, terminating at the different Atlantic ports:—

New-York,	12 *Miles.*	New Haven,	*Miles* 35
Piermont,	46	Bridgeport,	73
Jersey City,	119	Philadelphia,	420
Amboy,	61	Baltimore,	300
Brooklyn,	40—278	Norfolk,	78
Boston,	729	Richm'd & Pet'sburg,	287
Providence,	41	Wilmington,	162
Stonington,	47	Charleston,	312
Norwich,	53	Savannah,	137

It will be seen from the above, how much remains to be done in New-York, to place this city on an equality with other Atlantic cities with regard to Railroads.

Lines terminating at Boston,	720	miles,
" " at or near New-York,	278	"
Difference in favor of Boston,	442	"

NOW READ THE FOLLOWING.

The number of voters in this city is more than 40,000, embracing all classes, of which more than 20,000 are interested in the business and prosperity of New York, and can afford to take and pay for, at least, one share of the Stock, ($100, to be paid by small instalments,) to secure the immediate construction of the New York and Erie Railroad. You are fortunately among the number who are thus interested, and thus able. In Boston, no man was found, however humble, if owning property or engaged in business of any kind, who was unable to take a share in the Stock of the road leading to that city.

A Committee has been appointed in each ward to receive subscriptions from the citizens, and you are now respectfully and earnestly appealed to, to call upon some of the Committee, and subscribe for one or more shares, according to the interest you have in the accomplishment of this project.

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